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The Connecticut River and the Valley of the Connecticut. Historical and descriptive. By **Edwin M. Bacon** xx and 487 pp. 60 Illustrations from Photographs, Index and Map. G. P. Putnam's Sons, New York, 1906. (Price, \$3.50.)

From a geographical point of view, this informing volume seems open to some criticism, not because the geography of the Connecticut River and its valley is not set forth in considerable detail, and in a manner calculated to interest the general reader, but because the geographical section is reserved for the last 118 pages of the book. The geography of the valley was one of the most important influences in shaping the history of its settlement and development. The seceders from the Boston or Bay Colony partly explain their removal to Connecticut by the facts (1) that there was lack of accommodation for their cattle, the settlements being so close together that they were not able to maintain their minister or receive any more of their friends; and (2) "the fruitfulness and commodiousness of Connecticut." It was the lack of land around Boston and the plenitude and the good quality of it in the Connecticut valley that supplied two of the three reasons by which the settlers justified their removal.

Geography is usually recognized by writers of to-day as one of the most important bases of history. The tendency now is to give full prominence to all the influences exerted by geographical environment upon the development of every form of life and the shaping of human activity. The pleasure of reading the story of the Connecticut River and its valley might have been enhanced if the introductory chapters had made clearer the physical conditions under which this history was evolved and the author had called attention, here and there, as might have been done without tediousness, to the continual interaction between human activity and geographical environment that largely made this history and shaped the destinies of the teeming valley.

The history of the valley from the discovery of the river by Adriaen Block, the Dutch navigator, in 1614, to the close of the eighteenth century fills 300 pages, or about three-fifths of the book. It is a stirring and well-told recital of many phases of life of which one of the fairest valleys of the country was the scene—the Indian and colonial wars, the pioneer development of improvements and industries, the evolution of democratic government, and the planting of more colleges and higher schools than are to be found on any other river of the world. The author consulted many original authorities, and, as the result of this research, he has given new readings of popular history in a number of instances.

The second part of the book deals admirably with the development of transportation on the river, and from this material a few facts may be condensed here:

Navigation by white men was first confined to the sixty miles between the river mouth and the head of tide water below Enfield Falls. After the English colonists arrived, the flat boat or scow, which could run the Enfield rapids at high water, was contrived, and then navigation was extended to Springfield. Above that point commerce was carried on the river between the falls through the Massachusetts Reach by canoes, or flat boats, till the middle of the eighteenth century. The far northern reaches were navigated by the hunter, trapper, and soldier, long before that time. The earliest traffic was in furs, skins, and hemp, brought in by the Indians. As settlements advanced above the Massachusetts line, larger flat boats were operated between the various falls, freight being unloaded at the foot of each fall, and transported around it by teams. The river was the first (1791) in America to be improved by canals and locks around the falls (1791). The first steamboats in regular service on the lower river began to ply about 1824.

In the topographical section the author gives not only a summary of the geological and physiographical features but also a pen-picture in detail of the

river from its headwaters to Long Island Sound. He quotes the tribute that Timothy Dwight paid to the greatest of New England streams when he wrote in part:

This stream may perhaps with more propriety than any other in the world be named the Beautiful River. From Stuart to the Sound it uniformly maintains this character. The purity, salubrity, and sweetness of its waters; the frequency and elegance of its meanders; its absolute freedom from aquatic vegetables; the uncommon and universal beauty of its banks, here a smooth and winding beach, there covered with rich verdure, now fringed with bushes, now covered with lofty trees, and now formed by the intruding hill, the rude bluff and the shaggy mountain, are objects which no traveller can thoroughly describe and no reader can adequately imagine.

The author is to be congratulated upon this result of his painstaking research and literary effort. He has well described and adequately told the story of the River Beautiful throughout its 350 miles from mountain to sea. Nothing has been left undone by the publishers to make the large book attractive. It is unexceptionable in paper, typography, and illustrations. Sized paper is reserved for the full-page photographs, so that the eye is not constantly affronted with glaze, and the book is not so heavy that handling it is a kind of muscular exercise which should be reserved for athletics.

Die Herero. Ein Beitrag zur Landes-, Volks-, und Missionskunde.

Von Missionar I. Irle. viii and 352 pp. 56 Illustrations, Map and Index.

C. Bertelsmann, Gütersloh, 1906. (Price, M. 5.)

The author was engaged in missionary work among the Herero in German Southwest Africa for thirty-four years. The veteran pioneer wrote this careful and full account of the country and people in great sadness of heart, because many of the fruits of his hard labours for a generation were swept away by the recent war, which resulted in the terrible punishment of the natives. The book is written with conservative judgment and fulness of detail. About a tenth of it is given to an excellent description of the geographical features of the land; the second section to the Herero, in which their history, character, speech, and religion are described, and special attention is given to their family life, social condition, arts, and customs. The Bergdamara and Bushmen, the trade, the wars, and German rule are described in the same section, and the concluding third of the book is devoted to missionary work among the Herero.

Erdkunde für höhere Lehranstalten. Von Dr. Adolf Pahde.

(III Teil: Mittelstufe, zweites Stück.) Second edition. v and 172 pp., 14 Illustrations, and Index.

This part of Dr. Pahde's text-book deals with the oceans and all the continents, excepting Europe, and there is a special section on the German colonies. It is more full of information than even our own text-books. A notable and commendable feature is the insistence that school atlases shall be used in connection with the text. There are very few pages on which the student is not referred to one or another of the leading German school atlases to study the cartographic delineation of facts given in the text.

THE HANDY WORLD ATLAS AND GAZETTEER. 120 Maps, and a Gazetteer. Frederick Warne & Co., New York (not dated). (Price, 40c.)

A pocket atlas, of which the maps were made by Bartholomew, Edinburgh, and are good for the small scale. The European countries, and especially Great Britain and Ireland, have many more pages than any other lands, showing that